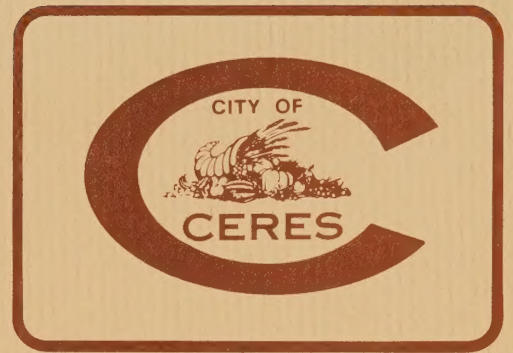


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CITY OF CERES GENERAL PLAN



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LAND USE AND CIRCULATION ELEMENT

LAND USE AND CIRCULATION

Urban Service Boundary

The Intermediate Urban Service Boundary.....
 The Urban Service Boundary.....
 Urban Service Boundary Objectives.....

Residential Land Use

Residential Land Use Objectives.....

Commercial Land Use

Commercial Land Use Objectives.....
 Metropolitan Commercial.....
 Community Commercial.....
 Service Commercial.....
 Highway Commercial.....
 Professional Office.....
 The Commercial Land Use Objectives.....


LAND USE AND CIRCULATION

AN ELEMENT OF THE CERES GENERAL PLAN

ADOPTED NOVEMBER 1984

Community Facilities

Community Facilities Objectives.....
 Water, Sewer, Storm Drainage Facilities.....
 Police, Fire, Sanitation Facilities.....
 Parks, Recreation, Cultural Facilities.....
 Health Facilities.....
 Education.....
 Social Facilities.....
 The Community Facilities Objectives.....



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URBAN SERVICE BOUNDARIES

The following Urban Service Boundaries are designated on the General Plan Land Use and Circulation Element Map.

The Intermediate Urban Service Boundary

The Intermediate Urban Service Boundary designates the area that Urban services may be provided by the City, such as police and fire protection, water and sewer service, etc. This boundary generally corresponds to the estimated capacity of the City's Wastewater Treatment Facility. Some existing urban areas within the Intermediate Urban Service Boundary may have certain services provided by other governmental agencies or private utility companies such as Stanislaus County, the City of Modesto, the Industrial Fire District, or the Del Este Water Company.

The Ultimate Urban Service Boundary

The Ultimate Urban Service Boundary or the General Plan Boundary designates the ultimate urban growth limit of the City. This boundary corresponds to the Sphere of Influence Boundary which has been in operation since about 1975. LAFCO has adopted the Sphere of Influence for the northwest portion of Ceres.

Urban Service Boundary Objectives

1. TO PROVIDE FOR BALANCED, ORDERLY, EFFICIENT AND REASONABLE URBAN GROWTH WHERE URBAN SERVICES ARE AVAILABLE AND CAN FEASIBLY BE PROVIDED BY THE CITY.
- 2) TO ENCOURAGE INFILLING AND TO DISCOURAGE PREMATURE AND UNWARRANTED INTRUSION INTO AGRICULTURAL LANDS.
- 3) TO PRESERVE VIABLE AGRICULTURAL OPERATIONS OUTSIDE THE CITY'S INTERMEDIATE URBAN SERVICE BOUNDARY, WHERE URBAN SERVICES CANNOT PRESENTLY BE PROVIDED.
- 4) TO COMPLIMENT THE GOALS AND POLICIES OF THE STANISLAUS COUNTY GENERAL PLAN THAT ENCOURAGE THE COUNTY TO PROVIDE EXCLUSIVELY RURAL SERVICES AND THE CITY TO PROVIDE EXCLUSIVELY URBAN SERVICES.

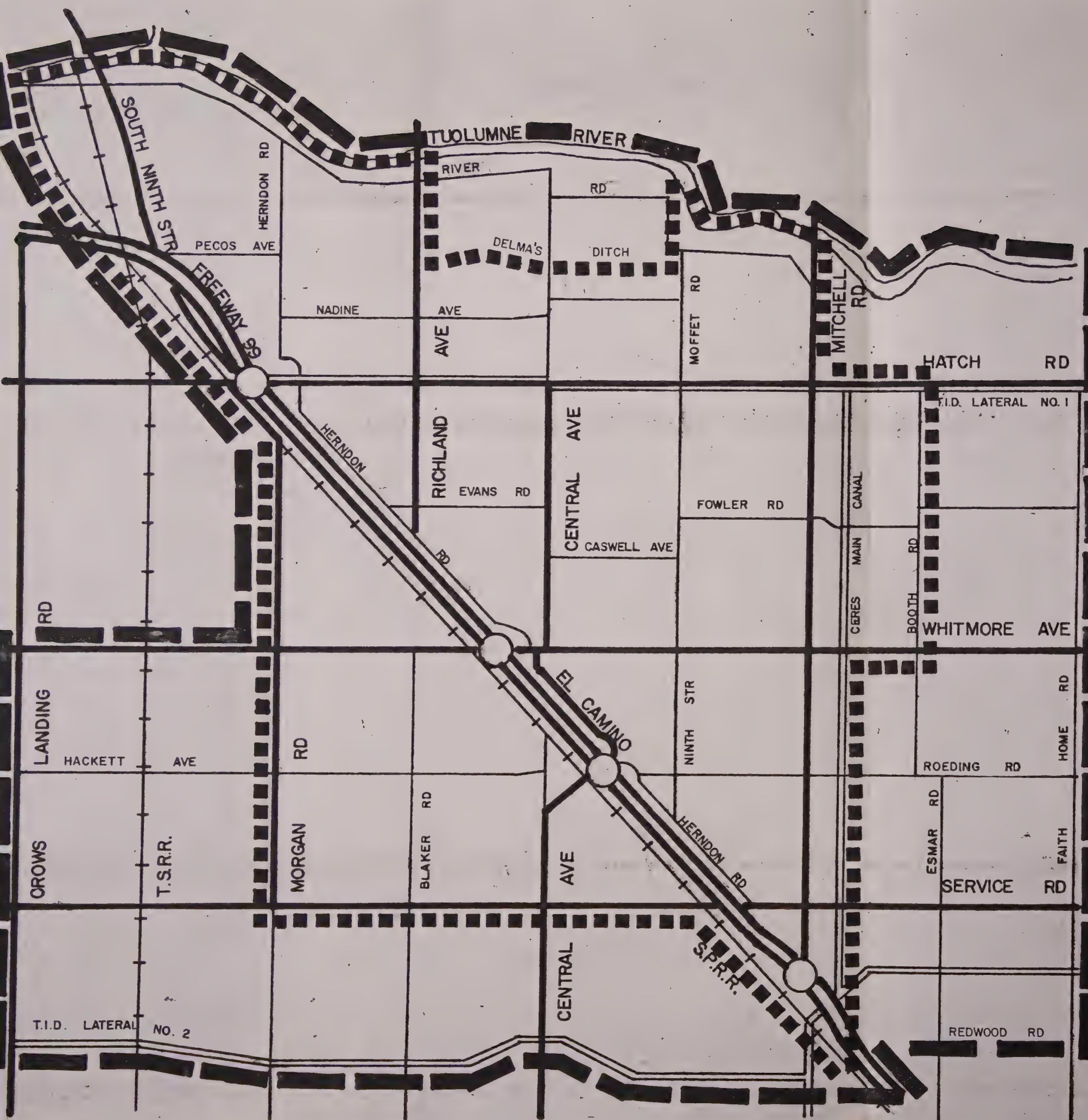
Within the Intermediate Urban Service Boundary, annexations and development proposals may be considered by the City. Urban development, however, should only occur within the Intermediate Boundary. Areas outside the Intermediate Boundary and within the Ultimate Boundary not presently urbanized should be designated a "Reserve" Classification. Under a Reserve Classification, only agricultural or agriculturally related uses should be permitted. All parcel splits within the Reserve area should only be permitted after full consideration is given to surrounding uses and parcel sizes. The creation of parcels less than 10 acres in size should be restricted by Stanislaus County Land Use Regulations. The City should continue to review parcel split proposals on an individual basis within the Ultimate Urban Service Boundary (Urban Transition Area). The creation of smaller parcels may be possible through the variance process where appropriate. The Intermediate Boundary should only be expanded when it can be determined that such expansion is consistent with the objectives in this section. Such expansion would require a General Plan Amendment and be subject to the environmental review process. The City should grow through a "phase" process by which Intermediate Boundary expansion should only occur when it is determined that adequate urban services can be provided and an inadequate inventory of vacant land exists within the boundary. Under the provisions of Section 65302.3 of the California Government Code, consistency must be maintained with the policies of the Stanislaus County Airport Land Use Commission Master Plan when expansion of urban service boundaries and future urban development is contemplated.

RESIDENTIAL LAND USES

Residential Land Use Objectives

- 1) TO PROVIDE ADEQUATE HOUSING CHOICE FOR ALL ECONOMIC SEGMENTS OF THE COMMUNITY.
- 2) TO PROMOTE A VARIETY OF HOUSING TYPES THROUGHOUT EACH PLANNING AREA OF THE CITY.
- 3) TO ENCOURAGE A QUALITY RESIDENTIAL LIVING ENVIRONMENT THROUGHOUT ALL NEIGHBORHOODS IN THE CITY.
- 4) TO PROVIDE FOR RESIDENTIAL DEVELOPMENT AT EFFICIENT URBAN DENSITIES.
- 5) TO PROMOTE RESIDENTIAL INFILLING NEAR THE CITY CENTER WHERE URBAN SERVICES ARE PRESENTLY BEING PROVIDED.
- 6) TO ELIMINATE AREAS OF DETERIORATED HOUSING WITHIN THE CITY AND PREVENT FUTURE DETERIORATION FROM OCCURRING.
- 7) TO DISCOURAGE PREMATURE RESIDENTIAL INTRUSION INTO VIABLE AGRICULTURAL AREAS AROUND THE CITY.

CERES URBAN SERVICE BOUNDARIES



INTERMEDIATE URBAN
SERVICE BOUNDARY

ULTIMATE URBAN
SERVICE BOUNDARY

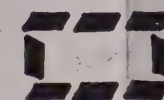


SCALE
0 0.5 miles
0.1

FIGURE 1

CERES PLANNING AREAS

PLANNING AREAS



SCALE
0 0.1 0.5 miles

FIGURE 2

The following overall residential density ranges are designated on the General Plan Land Use Element Map:

Residential Agriculture	-	1 unit per 10 net acres
Transitional Residential	-	0 - 5 units per net acre
Low Density	-	5 - 7 units per net acre
Medium Density	-	7 -15 units per net acre
High Density	-	15 -25 units per net acre

Note that these are recommended overall neighborhood residential density ranges. Development proposals should not be reviewed for General Plan consistency on the basis of density alone, but by a careful evaluation and testing against all applicable General Plan objectives.

The "Residential Agriculture" designation is intended to specifically apply to areas located within the Approach and Transitional Surface Boundary of the Modesto City-County Airport as identified in the Stanislaus County Airport Land Use Commission Plan. Land uses within this classification should be generally restricted to Agriculture and extremely low density residential (1 unit/10 net acres). Land uses within this area should be developed to comply with the General Plan Noise Element, the Modesto City-County Airport Master Plan and the Stanislaus County Airport Land Use Commission Plan. Consistency with the Stanislaus County Airport Land Use Commission Plan is required pursuant to Section 65302.3 of the California Government Code. Properties located along the Approach and Transitional Surface Boundary should be developed so that uses are located and residential density directed to prevent the location of incompatible land uses along or within the boundary.

It should be recognized that several properties within the City Limits are zoned R-1, Single Family Residential which falls within the Approach and Transition Surface of the Modesto City-County Airport as identified in the Stanislaus County Airport Land Use Commission Plan. In the development of these properties, flexibility should be exercised (through use of P-C Zoning, etc.) to provide for reasonable urban densities while maintaining consistency with the Stanislaus County Airport Land Use Commission Plan.

The "Transitional Residential" density designation (0-5 units/net acre) is intended to apply to those areas where because of unique and unusual characteristics, development at higher urban densities will be contrary to the Residential Objectives of the General Plan. Residential uses within this density should be primarily large lot, semi-rural single family detached homes. Other housing types with large amounts of open space may also occur within this designation. The designation may also apply to areas where a gradual transition from urban uses to rural uses is appropriate.

The "Low Density Residential" (5-7 units/net acre) designation is intended to provide for a combination of lower urban residential densities. Housing types under this density should be primarily conventional detached single family homes, patio homes and zero lot line homes. Limited residential cluster, small apartment and condominium complexes may be permitted where appropriate.

The "Medium Density Residential" (7-15 units/net acre) designation is intended to provide for a combination of low and medium density residential uses. Housing types under this classification should be primarily smaller scale condominiums, cluster and apartment developments with single family patio homes and zero lot line type developments where appropriate.

The "High Density Residential" (15-25 units/net acre) designation is intended to provide for areas where higher density residential uses are warranted. Housing types under this density should be primarily smaller and larger sized apartment and condominium complexes. Limited lower density uses including cluster and single family developments should be permitted where appropriate.

COMMERCIAL LAND USES

Commercial Land Use Objectives

- 1) TO ENCOURAGE A WIDE VARIETY OF RETAIL AND SERVICE COMMERCIAL USES AT CONVENIENT AND PROPER LOCATIONS THROUGHOUT THE GENERAL PLAN AREA.
- 2) TO PREVENT UNCONTROLLED AND INAPPROPRIATE STRIPPING OF RETAIL COMMERCIAL USES ALONG MAJOR STREET FRONTAGE.
- 3) TO ENCOURAGE HIGH QUALITY COMMERCIAL DEVELOPMENTS THAT DO NOT ADVERSELY AFFECT SURROUNDING USES.
- 4) TO MAINTAIN THE INTEGRITY AND STABILITY OF THE CITY'S CENTRAL BUSINESS DISTRICT.

The following Commercial designations are specified on the General Plan Land Use and Circulation Element Map:

Neighborhood Commercial

Neighborhood Commercial centers are intended to serve the daily convenience retail commercial needs of the community and individual neighborhoods. They are characterized by having a site size of from 1 to 5 acres. Uses within neighborhood commercial centers should be one retail convenience market with limited supportive office and retail commercial uses.

Neighborhood commercial uses are best located at certain intersections of major thoroughfares and collector streets. Ideally these smaller convenience centers should be restricted to a single corner.

The locations for the City's Neighborhood Commercial areas are generally indicated on the Land Use and Circulation Element Map. As additional residential development within the Don Pedro and River-view Planning Areas occur, additional neighborhood commercial centers may be needed. Several locations may be appropriate for such centers such as the southwest corner of Whitmore Avenue and Blaker Road, one of the corners of Kinser and Morgan or Hackett and Morgan, and one of the corners of Central and Hatch or Richland and Hatch. As residential development patterns in these areas emerge, specific locations may be approved through the zoning process based on the criteria in this plan if determined necessary.

Community Commercial

Community Commercial centers are intended to serve the major retail commercial needs of the community. These centers are characterized as having site of a 10-40 total acres. Uses within a Community Commercial Center usually consist of one major supermarket and a major department store.

Community Commercial Centers are best located at the intersections of major thoroughfares. The centers may include all corners of the intersection. These centers should be contained to the general sphere of the intersection and should not be permitted to uncontrollably expand to a "strip commercial" configuration.

Service Commercial

The Service Commercial designation is intended to provide for the heavy and wholesale commercial needs of the community. Limited warehousing may also be permitted under this designation.

Service Commercial uses are best located along streets with moderate and heavy traffic volumes not deemed appropriate for retail commercial uses. The Herndon-El Camino Frontage Road is appropriate for such uses, because of noise impacts and limited visibility from Freeway 99.

A Service Commercial Reserve Area is designated outside the City's Intermediate Urban Service Boundary along the east side of Moore Road from Don Pedro Road north to Whitmore Avenue. The depth of this Service Commercial Area is about 250 feet. This designation is intended to reflect the unique situation of the existing predominant Service Commercial development pattern that has occurred in this area through Stanislaus County. Because this area is presently outside the Intermediate Urban Service Boundary, the improvement and development of this area should not occur through annexation to the City but may occur through the zoning process of Stanislaus County. The expansion of this area should also be discouraged.

Highway Commercial

The Highway Commercial designation is intended to serve the retail and service commercial needs of the traveling public. Highway Commercial uses are best located at Freeway 99 interchanges. Three such interchanges seem appropriate: at Mitchell Road, Whitmore Avenue, and at Hatch Road. Because of existing retail commercial and residential development at the Hatch and Whitmore interchanges, it is unlikely that they will develop into full service highway commercial centers. The remaining interchange at Mitchell Road and Freeway 99 is relatively vacant and should be developed as the City's Major Highway Oriented Commercial Center.

Professional Office

The City's major concentration of professional office uses should occur in the vicinity of the Central Business District and Civic Center, south of Whitmore Avenue. Medical Professional office uses may also be concentrated around the Memorial Hospital Complex. Professional office uses should usually be located within or adjacent to Community Commercial retail centers along major thoroughfares. Professional offices may also be utilized to buffer residential areas from more intense land uses.

The Central Business District

The Ceres Central Business District (CBD) is generally bounded by Magnolia Street to the north, Park Street to the south, Third Street to the west, and Fifth Street to the east. The CBD should continue to function as a major business activity center. As other commercial centers become more predominant at the City's major street intersections, it may become appropriate for the CBD to evolve into a financial center, rather than attempting to compete as a retail center. Retail uses should continue to operate within the CBD as long as feasible. However, it should be recognized that as new retail commercial clusters develop, the highest and best function for the CBD may be as a financial and business center, rather than a retail commercial center.

INDUSTRIAL LAND USES

Industrial Land Use Objectives

- 1) TO INCREASE THE INDUSTRIAL EMPLOYMENT OPPORTUNITIES TO THE CITIZENS OF CERES.
- 2) TO ENCOURAGE THE DEVELOPMENT OF DRY, CLEAN, ATTRACTIVE INDUSTRIAL AREAS WHERE ADEQUATE RAIL AND ROAD TRANSPORTATION FACILITIES ARE AVAILABLE.
- 3) TO ENSURE THAT NEW INDUSTRIAL AREAS ARE DEVELOPED WITH HIGH DEVELOPMENT STANDARDS TO ACHIEVE COMPATIBILITY WITH THE ENVIRONMENT AND SURROUNDING USES.

The following Industrial designations are specified on the General Plan Land Use and Circulation Element Map:

Light Industrial

The Light Industrial designation is intended to provide for research and light industrial uses which generally do not involve the fabrication of previously refined materials.

General Industrial

The General Industrial designation is intended to provide for large scale, more intense industrial uses that could involve the primary production of some raw materials. Areas designated General Industrial should not develop with heavy industrial uses exclusively but should also contain a mixture of lighter industrial uses.

The City's west area, because of reasonably good highway access and good rail facilities is the most appropriate location for industrial uses. Because of the large amount of industrial development designated for this area, great care should be given to minimize the adverse effect from industrial uses to conforming residential areas.

COMMUNITY FACILITIES

Community Facilities Objectives

- 1) TO ENSURE THAT ADEQUATE COMMUNITY FACILITIES ARE AVAILABLE THROUGHOUT THE CITY.
- 2) TO ENCOURAGE THE EFFICIENT USE OF COMMUNITY FACILITIES.
- 3) TO MINIMIZE THE DUPLICATION OF COMMUNITY FACILITIES.
- 4) TO ENSURE THAT COMMUNITY FACILITIES KEEP PACE WITH THE GROWTH AND NEEDS OF THE COMMUNITY.

Water, Sewer, Storm Drainage Facilities

The specific water, sewer and storm drainage master plans presently adopted by the City should be followed. These specific plans should be continually maintained and updated as necessary. Private water rights should be obtained by the City when appropriate.

Police, Fire Protection Facilities

It is anticipated that future development occurring within the City's Intermediate Urban Service Boundary can be adequately serviced from the existing Police and Fire Station complex with the City's Civic Center. Future development outside the Intermediate Boundary may require the significant expansion of the existing complex or the construction of new facilities. The need for such expansion and the facility placement would best be determined through the General Plan Amendment/Environmental Review process. Whenever possible, the duplication of Police and Fire protection services should be avoided.

Parks, Open Space Recreational Facilities

The program described in the Open Space and Recreation Element of the City General Plan should continue to be implemented. The City should continue its membership in the Tuolumne River Regional Park. The Open Space and Recreation needs of future development, however, cannot be satisfied through publicly provided facilities exclusively. These needs will have to be met by privately owned and maintained facilities required through the development plan process. The need for such private facilities will become more important as residential densities increase.

A major private recreational facility, the River Oaks Golf Course, presently exists north of Hatch Road within the Orchardview Planning Area. The General Plan recognizes that a portion of this facility located south of the bluff of the Tuolumne River, (approximately 42 acres), will provide for the expansion of this facility. Uses not related to the operation of the Golf Course should be limited and only permitted when found to be consistent with the City's Urban Service Expansion policies and after full consideration is given to noise and safety issues resulting from air traffic generated by the Modesto City-County Airport.

A future neighborhood park site should be designated north of Hatch Road between Richland Avenue and Mitchell Road to serve primarily the Riverview Planning Neighborhood. No specific location for this park site should be designated at this time.

School Facilities

Mutual cooperation should continue between the Ceres Unified School District and the City of Ceres to ensure that new schools are properly sited and school development is coordinated with the growth of the City.

Utilities

The City should continue to work closely with the various private utility companies to ensure said utilities can be expanded with the growth of the City.

Hospital Facilities

The existing Memorial South Hospital complex should be maintained as a full service medical facility designed for the current and future needs of the community.

The Civic Center

The cohesive civic center should continue to be maintained adjacent to the City's Central Business District.

The location of major Community Facilities are designated on the General Plan Land Use and Circulation Element Map.

Historical Sites

Historically significant sites within the City's Planning Area should be recognized. The Whitmore Mansion, located immediately east of the City's Central Business District has long been identified as an historically significant site. This site should be preserved and perhaps someday converted to a museum or historical center.

CIRCULATION

Circulation Objective

TO PROVIDE FOR THE SAFE, EFFICIENT AND CONVENIENT MOVEMENT OF PEOPLE AND GOODS THROUGHOUT THE PLANNING AREA.

Street Classifications

FREEWAYS

MAJOR THOROUGHFARES

PRIMARY COLLECTOR STREETS

SECONDARY COLLECTOR STREETS

MINOR STREETS

Freeways

Freeways are very limited access high speed travelways included in State and Federal Highway Systems. Freeway design standards are established by the State of California Department of Transportation. Freeway access should be limited to designated interchanges. No direct access should be permitted for any uses. Development adjoining freeways should be oriented to adjacent roadways consistent with approved development plans.

Major Thoroughfares

Major Thoroughfares are Limited Access, Moderate Speed through-streets. Average daily traffic on a major thoroughfare usually averages over 3,500 vehicles per day. Major thoroughfares will usually have four travel lanes with left turn pockets or lanes. The right-of-way for these streets should range from 90 to 120 feet. Access to major streets should be primarily accomplished through primary collector and secondary collector streets. Limited direct access to Industrial, Commercial and High Density Residential uses may be permitted as approved through site plan review. A driveway spacing of at least 300 feet should be maintained wherever possible. Major thoroughfares should be located throughout the Planning Area usually on a one mile grid.

Primary Collector Streets

Primary Collector Streets are intended to transfer traffic from collector and minor streets to the major thoroughfares. Average daily traffic on a primary collector usually averages 1,500 to

3,500 vehicles per day. They normally have a two lane configuration with a right-of-way of 55 to 70 feet. Primary Collector Streets should provide direct linkages to neighborhood shopping areas. Primary Collector intersections should be staggered to discourage their use as through accessways by-passing major thoroughfares. Direct access for Low Density Residential uses may be permitted. Direct access for High Density Residential, Commercial and Industrial uses should be permitted consistent with adopted improvement standards. Primary Collector streets should be located throughout the planning area on a 1/2 to 1/4 mile grid.

Secondary Collector Streets

Secondary Collector streets are intended to carry moderate volumes of traffic from minor streets to Primary Collectors and Major Thoroughfares. Average daily traffic on a secondary collector normally averages 500-1,500 vehicles per day. Collector streets should be curvilinear whenever possible. Direct access should be permitted consistent with approved standards. Collector streets are not delineated on the General Plan and should be located through the development plan and subdivision map approval processes.

Minor Streets

Minor Streets are intended as low capacity streets primary serving Low Density Residential uses. Average daily traffic on a minor street averages 40-500 vehicles per day. Minor streets should have a two lane configuration with a right-of-way of 46-60 feet. Direct access to minor streets is permitted consistent with adopted improvement standards. The specific location of minor streets is not delineated on the General Plan and is adequately provided for in the development plan and subdivision map approval processes.

Rail Facilities

The City should continue to encourage rail facilities serving existing and future industrial areas. The City should work with officials of the Tidewater Southern and Southern Pacific Railroad Companies to ensure that adequate capacities and facilities are available to serve the existing and projected commercial and industrial rail transportation needs of the City.

Presently rail passenger service is not being provided on rail facilities located within the City's Planning Area. The City should continue to work with other local governments in the region, Cal Trans and Amtrak to ensure that convenient passenger rail service is offered to the citizens of Ceres.

Air Facilities

Presently the nearest airport facility is the Modesto City-County Airport located immediately north of the City's Planning Area. The City should continue to support essential, convenient and reliable airline passenger service at the Modesto City-County Airport. The City should continue to work to ensure that air travel needs of the citizens of Ceres are adequately met.

Bicycle Facilities

A bicycle path/lane network should be provided within the City's Intermediate Urban Service Boundary. The initial concept of this network should be to link present and future open space and school facilities. Subsequently, this network may be expanded to include major commercial centers and areas of employment.

Three types of bicycle facilities are to be ultimately employed within the network. A designated Class I Bike Path is a path independent of a roadway. It is a minimum width of eight feet for two way travel. Construction should be two inches of asphalt concrete over native soil. Class I bike paths should be provided generally along the City's Designated Parkways. Maintenance of the Class I Bike Path system may require the development of one or more landscape, lighting and maintenance districts.

A Class II designated bike lane is an area or lane striped or otherwise designated for preferential use by bicycles located within the street. Class II bike lanes should be one way only. These lanes should not be located between the curb and a designated on-street parking area. Minimum widths for Class II bike lanes should range from about three feet to about 12 feet depending on the width of the street, land uses along the street and whether or not on-street parking is permitted.

A Class III designated bike lane is a one way facility located on both sides of designated streets. Marking of the lane will be accomplished primarily through signing. Striping of lanes will not generally be possible as most of the designated streets are collector or local streets with limited right-of-way. Signing of bike lanes should also provide direction to the next link of the open space/school network.

CERES BIKE WAY PLAN



DESIGNATED BIKE WAYS

- BIKE PATHS (class 1) [Symbol: thick dashed line]
- PROPOSED BIKE PATHS (class 1) [Symbol: thin dashed line]
- BIKE LANES (class 2, class 3) [Symbol: solid line]
- PROPOSED BIKE LANES (class 2, class 3) [Symbol: dashed line]

SCHOOLS

- ELEMENTARY [Symbol: E in a box]
- JUNIOR HIGH [Symbol: JHS in a box]
- HIGH [Symbol: HS in a box]
- PRIVATE [Symbol: PS in a box]
- PROPOSED [Symbol: empty box]

PARKS

- NEIGHBORHOOD [Symbol: triangle]
- COMMUNITY [Symbol: CP in a triangle]
- REGIONAL [Symbol: RP in a triangle]

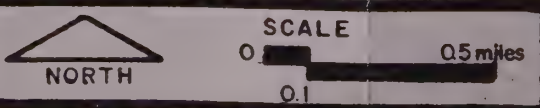
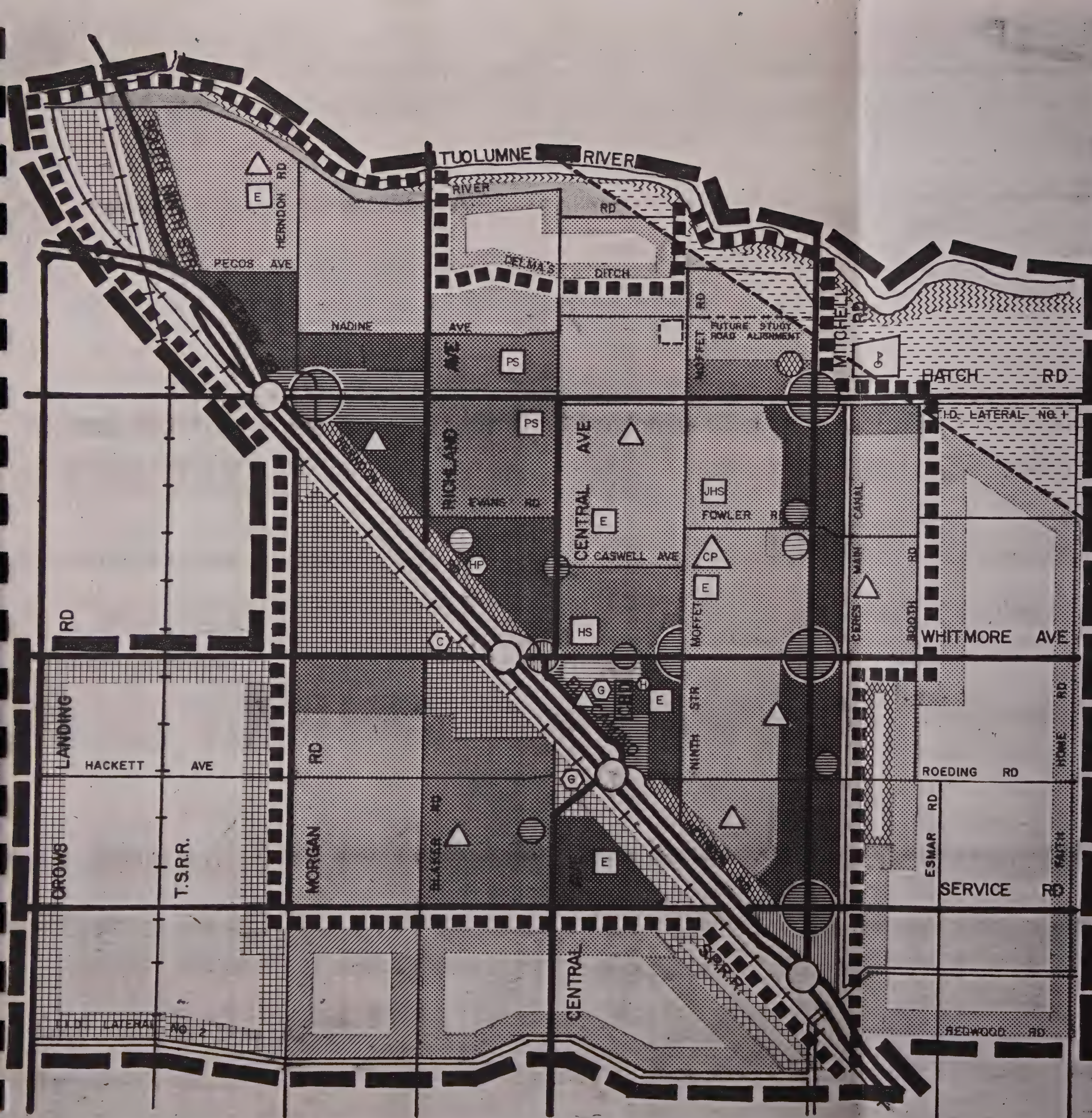


FIGURE 3

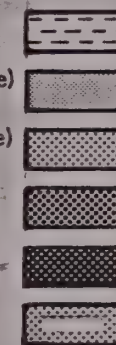


CERES LAND USE AND CIRCULATION ELEMENT MAP

LAND USES

RESIDENTIAL

- RESIDENTIAL AGRICULTURE (1 unit/10 net. acres)
- TRANSITIONAL (0-5 units/net. acre)
- LOW DENSITY (5-7 units/net. acre)
- MEDIUM DENSITY (7-15 units/net. acre)
- HIGH DENSITY (15-25 units/net. acre)
- RESERVE



COMMERCIAL

- NEIGHBORHOOD CENTER
- COMMUNITY CENTER
- CENTRAL BUSINESS DISTRICT
- GENERAL COMMERCIAL
- PROFESSIONAL OFFICES
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL
- SERVICE COMMERCIAL RESERVE



INDUSTRIAL

- LIGHT
- GENERAL
- RESERVE



FLOOD PRONE AREA

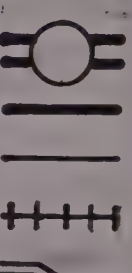


WASTEWATER TREATMENT PLANT



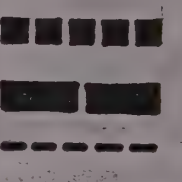
CIRCULATION

- FREEWAY (with interchange)
- MAJOR THOROUGHFARE
- PRIMARY COLLECTOR
- RAILROAD
- CANAL



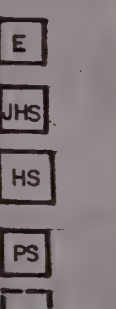
BOUNDARIES

- INTERMEDIATE URBAN SERVICE BOUNDARY
- ULTIMATE URBAN SERVICE BOUNDARY
- AIRPORT APPROACH AND TRANSITIONAL BOUNDARY

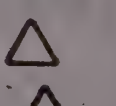


COMMUNITY FACILITIES

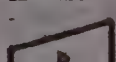
- ELEMENTARY SCHOOL
- JUNIOR HIGH SCHOOL
- HIGH SCHOOL
- PRIVATE SCHOOL
- PROPOSED SCHOOL



- NEIGHBORHOOD PARK
- COMMUNITY PARK



- PRIVATE RECREATION (golf course)



- GOVERNMENT



- HISTORICAL SITE



- HOSPITAL



- CEMETARY

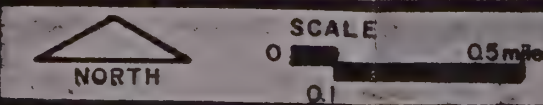


FIGURE 4

RESOLUTION NO. 84-145

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CERES ADOPTING A REVISED LAND USE AND CIRCULATION ELEMENT OF THE CERES GENERAL PLAN.

WHEREAS, Section 65300 of the California Government Code requires each City within the State of California to adopt a comprehensive long range General Plan; and,

WHEREAS, Section 65302 of the California Government Code requires the General Plan to consist of nine elements; two of which elements are the Land Use Element and the Circulation Element; and,

WHEREAS, the current General Plan of the City of Ceres contains a Land Use and Circulation Element which was adopted in 1965, and amended from time to time; and,

WHEREAS, a general revision of the current Land Use and Circulation Element was initiated by the City General Plan Review Committee; and,

WHEREAS, a public hearing was duly held before the Ceres Planning Commission on August 20, 1984 and at the conclusion of that public hearing, the Planning Commission recommended adoption of the fourth draft of the revised Land Use and Circulation Element subject to certain modifications; and,

RESOLUTION NO. 84-145

WHEREAS, the Ceres City Council held a public hearing on September 27, 1984, and referred certain modifications back to the City Planning Commission for a report; and,

WHEREAS, the City Council of the City of Ceres held a continued public hearing on October 22, 1984, and received the report from the Planning Commission concerning the modifications; and

WHEREAS, the City Council of the City of Ceres makes the following findings concerning the revised Land Use and Circulation Element:

- 1) That this revision initiated by the Ceres General Plan Review Committee concerns the entire Ceres Urban Area which is also known as the Ultimate Service Boundary and/or the Sphere of Influence Boundary;
- 2) That this revision would establish revised growth, land use, and circulation policies for the future development for the Ceres Urban Area;
- 3) That this revision is necessary to establish new policies and to reflect current policies concerning growth, land use and circulation for the welfare of persons within the Ceres Urban Area;
- 4) That the City Council adopts the final Environmental Impact Report concerning this revision and based on the final Environmental Impact Report, determine that this revision will not result in a significant impact on the environment,

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and further directs the filing of a Notice of Determination;

- 5) That this revised element complies with all applicable provisions of the California State Planning Law as set forth in the California Government Code;
- 6) That this revision is consistent with the current City of Ceres Zoning Ordinance;
- 7) That the process for the review and adoption of this revised Land Use and Circulation Element has been consistent with all applicable provisions of the California Government Code.

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Ceres approves and adopts the fourth draft of the revised Land Use and Circulation Element of the Ceres Urban Area General Plan subject to the following modifications:

- 1) On pages 5 and 6, the following residential densities shall apply:

Residential Agriculture	- 1 unit per 10 net acres
Transitional Residential	- 0 - 5 units per net acre
Low Density	- 5 - 7 units per net acre
Medium Density	- 7 - 15 units per net acre
High Density	- 15-25 units per net acre

- 2) On page 7, the first paragraph be modified to read as follows:

The locations for the City's Neighborhood Commercial areas are generally indicated on the Land Use and Circulation Element Map. As additional residential development within the Don Pedro and Riverview Planning Areas occur, additional neighborhood commercial centers may be needed. Several locations may be appropriate for such centers such as the southwest corner of Whitmore Avenue and Blaker Road, one of the corners of Kinser and Morgan or Hackett and Morgan, and one of the corners of

Central and Hatch or Richland and Hatch. As residential development patterns in these areas emerge, specific locations may be approved through the zoning process based on the criteria in this plan if determined necessary;

- 3) On page 7, the third paragraph under Service Commercial, this paragraph to be amended to read as follows:

A Service Commercial Reserve Area is designated outside the City's Intermediate Urban Service Boundary along the east side of Moore Road from Don Pedro Road north to Whitmore Avenue. The depth of this Service Commercial Area is about 250 feet. This designation is intended to reflect the unique situation of the existing predominant Service Commercial development pattern that has occurred in this area through Stanislaus County. Because this area is presently outside the Intermediate Service Urban Boundary, the improvement and development of this area should not occur through annexation to the City but may occur through the zoning process of Stanislaus County. The expansion of this area should also be discouraged.

- 4) On page 10, the first paragraph under Parks, Open Space, and Recreation Facilities to be modified to read as follows:

The program described in the Open Space and Recreation Element of the General Plan should continue to be implemented. The City should continue its membership in the Tuolumne River Regional Park. The Open Space and Recreation needs of future development, however, cannot be satisfied through publicly provided facilities exclusively. These needs will have to be met by privately owned and maintained facilities required through the development plan process. The need for such private facilities will become more important as residential densities increase.

- 5) On Page 10, under Parks, Open Space, and Recreation Facilities, the following paragraph shall be inserted:

A future neighborhood park site should be designated north of Hatch Road between Richland Avenue and Mitchell Road to serve primarily the Riverview Planning Neighborhood. No specific location for this park site should be designated at this time.

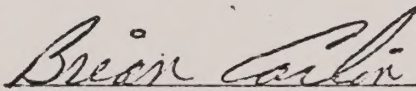
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- 6) On the proposed Land Use and Circulation Map, the High Density designated strip along the west side of Mitchell Road from Fowler Road to Whitmore Avenue be removed and replaced with a designation of Low Density Residential.

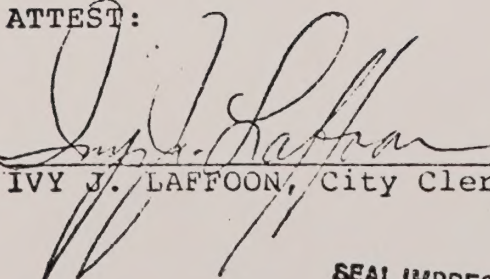
The foregoing resolution was introduced at a regular meeting of the City Council of the City of Ceres held on the 13th day of November, 1984, by Councilmember Delhart, who moved for its adoption, and said motion being duly seconded, was upon roll call, passed and adopted by the following vote:

AYES: COUNCILMEMBERS: Castino, Delhart, Sorlien, Brown, Mayor Carlin
NOES: COUNCILMEMBERS: None
ABSENT: COUNCILMEMBERS: None

APPROVED:


BRIAN CARLIN, Mayor

ATTEST:


IVY J. LAFFOON, City Clerk

SEAL IMPRESSED

U.C. BERKELEY LIBRARIES



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